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New-York Daily Tribuna

FOUNDED BY HORACE GREELEY.

TUESDAY, DECEMBER 24, 1895.

SIXTEEN PAGES.

THE NEWS THIS MORNING.

FOREIGN.-The Armenians in Zeitoun repulsed the Turks, who bombarded and stormed the town, after desperate fighting; the losses on both sides were heavy. ____ There was a better feeling in the English stock markets than has prevailed since President Cleveland issued his Venezuelan message. — Stepniak the well-known Russian author, was killed by a railway train at Chiswick, England. Baratieri is said to have been authorized by the Italian Government to treat for peace with King Menelek II, of Abyssinia.

CONGRESS.-Only the House in sessi : Routine business merely was transacted. DOMESTIC .- The strike of motormen and conductors on the Union Traction Company's ines in Philadelphia was ended by the return of the men to work. - The Memphis Cotton Exchange began a movement looking to a reduction in the cotton acreage the coming Further destruction and loss of = News reached the Armenians in Lynn, Mass., that many of their relatives had

CITY AND SUBURBAN .- All fear of a panic

in Wall Street subsided upon relief action by the Clearing House Committee and heavy buying orders. - A meeting in Cooper Union to protest against the President's hasty action concerning Venezuela resulted in a lively time, a counter demonstration being made by many in the audience. —— Forefathers' Day was celebrated by the New-England Society with a din Forefathers' Day was celener at Sherry's; the speakers were the Rev. Drs. Henry van Dyke and David J. Hill, Senator John T. Morgan, John Kendrick Bangs, Joseph H. Choate and Almet F. Jenks. —— Henry J. Newton, of No. 128 West Forty-third-st., the well-known Spiritualist, was killed by a cablecar at Broadway and Twenty-third-st. first Patriarchs' Ball of the season was held at Delmonico's. === Senator Bradley appeared before the Assembly Cities Committee and declined to be sworn, ==== The stock market was

strong and advanced rapidly. THE WEATHER .- Forecast for to-day: Partly cloudy; warm, southeasterly winds. Temperature yesterday: Highest, 55 degrees; lowest, 42; average, 49%.

A settlement of the trolley-car strike in Philadelphia was arrived at last night, the men agree ing to accept the terms offered by the company The question that naturally arises is, What has been gained by the strike? For a week travel in a great city has been paralyzed, a considerable amount of property has been destroyed, many people have been put to great inconvenience and subjected to severe nervous strain. That seems to sum it all up. It is to the credit of the men that they did not prolong the struggle until all their places had been filled, but not much can be said for the wisdom of their leaders in order ing a strike when there was so little chance of its succeeding. The company has definitely refused to recognize the men's organization in dealing with its employes, and the 1,900 new men engaged are all to be retained. The strike has been a complete failure, but may serve a useful purpose as a warning to other labor or

ganizations. The unlocked-for resumption of the Bridge inquiry by the Assembly Committee on Cities yesterday did not lead to results of any great importance, though there is the possibility that Senator Bradley's refusal to testify may involve proceedings to declare him in contempt of the committee. There was further elaboration of the plan of the Brooklyn Heights Company to gain possession of the plaza, and rather more than an intimation of its belief that it will succeed as soon as Mayor Schieren is out of the way. But many Brooklyn citizens believe that the courts will be called on to prevent the consummation of the scheme, and that not long after the beginning of the year the present Board of Trustees will be turned out of office-at least as to those of its members whose unfitness for their places has been so clearly shown-and the care of the Bridge placed in the hands of men who will look out for the welfare of the people

On our New-Jersey page this morning will be found a map of the proposed Palisades Park, of the establishment of which favorable mention has already been made in The Tribune. While in a sense a New-Jersey matter, this is of interest to thousands of people outside of that State, more especially now that it has been taken before Congress. The map conveys a clear idea of the contemplated park, which lies partly in our own State, and which Congress alone has

in preference to that of a greedy corporation.

the power to create and maintain. This region may be rendered of use as a means of defence. for it is a natural fortification, but its greatest benefit will not lie in that direction. The appropriation provided in the bill which has been laid before Congress is \$500,000-a small sum. truly, in comparison with the large advantages which the erection of the park will entail.

There may have been a more notable array of orators at some previous New-England dinner than was drawn together at Sherry's last evening, but if so it is safe to say that not one of the company that had the good fortune to attend the ninetieth annual banquet of the venerable society would be willing to admit that he had ever listened to better speeches; and those who read them in our columns this morning will agree that the high standard of the New-Englanders has not been lowered. That the intellectual portion of the feast was a success the names of Mr. Choate, Dr. Van Dyke, Senator Morgan, President Hill, of Rochester University, and John Kendrick Bangs bear abundant witness.

The testimony of Mr. Parsons, the engineer of the Rapid Transit Commission, given before the commissioners appointed by the Supreme Court to determine the necessity of the proposed un-derground roads, shows that he has given careful heed to the numerous problems that have arisen, and that he has contemplated and prepared for almost every emergency that may be conceived. A strenuous attempt is being made by opponents of the underground plan to show that the cost will greatly exceed the estimate, Questions bearing directly on that point were overruled at yesterday's hearing, but Mr. Parsons's examination showed conclusively that he is master of the situation as respects the engineering problems involved.

THE DELAWARE SENATORSHIP.

The question of Mr. Dupont's title to a seat in the United States Senate as a member from Delaware will probably not be determined for several weeks. This delay, though unfortunate, may not be unreasonable, and if the decision is just no special harm will result. If his claim is well founded, as we believe it to be, deliberation ought to confirm rather than obscure the truth. At the same time the fact must be recognized that forces adverse to Mr. Dupont have been enlisted and are actively at work, and it is natural to feel some solicitude lest the Senate. constituted as it is, may eventually discredit itself and affront the country by its disposition of this case. Mr. Dupont's title is not affected in any way or degree by the operations of a lobby organized to promote a defeated candidate's malicious ambition. The argument advanced in the name of Mr. Addicks, that he will continue to lavish money for the maintenance of Republican ascendancy in Delaware provided Mr. Dupont is kept out of the seat to which Delaware Republicans believe him to have been elected, bears no relation to the merits of the case. Of course the implication is obvious, and while it would be humiliating to suppose that the decision of any Senator of any party could be influenced by a threat bearing a rather close resemblance to blackmail, perhaps it is not too much to hope that those who may be responsible for such tactics will receive the contempt they

The question is not what Mr. Addicks and his negotiators want, nor what they may do hereafter in case they are disappointed, but whether Mr. Dupont received a majority of valid votes in the joint assembly of Delaware last May. He indisputably received fifteen votes, and the point at issue is whether these constituted a majority, or one less than a majority. We cannot even regard his lack of a certificate from the Governor as a vital element in the case Such formal credentials may be convenient as a part of the evidence in such a controversy; but numerous precedents forbid the supposition that they are conclusive or indispensable. Thirty votes were east for United States Senator in the life by floods in the West and Southwest are | joint assembly on May 9. If one of these votes was invalid and a nullity, then Mr. Dupont, who received fifteen votes, was elected, and is entitled to the seat, with or without a certificate. The Republican contention is that one of the thirty votes was a nullity, to wit, the vote cast by Mr. Watson, then and now exercising the office of Governor in place of Governor Marvil, deceased, in accordance with the constitutional provision investing the Speaker of the Senate with that status and duty in such circumstances; and that his vote was void because when he became Governor he ceased to be capable of exercising the office of Senator, being debarred by prevailing practice under a rule of common law, and by a specific provision of the Delaware Constitution with which other provisions can be brought into conflict only by a strained and unnatural construction of them. That this was Mr. Watson's unbiased opinion of his own rights and powers is substantially proved by the fact that he never attempted to exercise the office of Senator after he succeeded Governor Marvil until the 9th of May, when, in response to a political demand, the entered the joint assembly and voted for a United States Senator for the acknowledged purpose of making the fifteen votes secured for Mr. Dupont insufficient

It is not denied that the side of this controversy adverse to Mr Dupont and the Republican party of Delaware is capable of being advocated with plausible arguments, but plausibility is the highest quality that we can find in them. They seem to us repugnant to the Constitution which they invoke and to common-sense. and that is probably, if not certainly, the conclusion to which the Senate will be led, if every member of it submits himself to the guidance of reason. The defence of Mr. Dupont's title which has been built up out of the law and the facts may possibly not prove to be impregnable against such an attack as Mr. Addicks is making, but if it fails there will be the gravest reason to suspect that justice has been betrayed by treachery.

TRYING TO SHELVE MR. PAVEY.

It is said that Platt is using every means in his power to prevent Mr. Pavey's appointment as a member of the State Senate Committee on Cities. We do not know what influence Mr. Platt, who maintains his power by defying the law and padding enrolments with Tammany heelers, has with the Lieutenant-Governor, but unless Mr. Saxton has changed materially of late, it cannot be great; on such a matter as this it ought to be nothing at all. Mr. Saxton cannot afford to do his bidding, without seriously impairing his own reputation as a friend of reform

and good government. By reason of his experience, his undoubted ability and uprightness, the constituency he represents and the admirable record he made as member of Assembly, Mr. Pavey is justly entitled to a leading place on this important committee. He comes from the metropolis. He represents a most important district. It is entirely possible that the other Republican Senators, Mr. Ford and Mr. Page, understand the needs of this great city as well as be, but as neither of these gentlemen has ever been in the Legislature before, such an assumption is hardly warranted. But even if it were we cannot say of them what must be said of Mr. Pavey-that he proved himself on the floor of the Assembly last winter one of the most valignt champions of municipal reform that New-York City ever sent to Albany

At a time when there was a general disposition

on the part of the legislators to bow down to the

Boss, he took a position on the side of clean politics and openly defied the Republican machine to do its worst. That attitude he has ever

since maintained. Of course, Mr. Plátt will beat such a man, if he can, in conventions, at the polls, in the Legislature, or anywhere else. Mr. Pavey on the Cities Committee would be a serious drawback to all the schemes of the Boss and his Tammany allies against this partially emancipated mu-

MORE REVENUE THE INSTANT NECESSITY.

Some Republicans in Congress have been reported anxious to avoid any action on the tariff question this year, on the ground that the people do not want it, which is conspicuously erroneous, and on the ground that no such bill as ought to be passed will be signed by the President, which is an assumption contradicted in direct and positive terms by the declaration in his annual Message, "I desire to assure the Con-"gress that I am prepared to co-operate with them in perfecting any other measure promis-"ing thorough and practical relief," in place of the remedy he had suggested. But if the members of Congress put no faith in the President's word, and really believed a week ago that they could have a do-nothing session, for any reason deemed important by them, they must have been undeceived by the events of last week. The outgo of gold was partly artificial, and

for effect, but also partly the legitimate result

of trade conditions. The President's message

of Friday, no matter what its motive, has made

it impossible for Congress, in the discharge of its duty, to refuse or neglect such a change of the revenue laws as will check importations of merchandise and exports of gold, and strengthen public confidence by substituting certainty of a surplus for certainty of a deficit. It would be possible, perhaps, for a Democratic Congress to shirk a duty so imperative and plain, but not for a Republican Congress, and Speaker Reed's selection of committees makes it evident that he sees the peril, and will not be in any degree responsible for it. When the House acts, as Mr. Dingley, the chairman of the Ways and Means Committee, thinks it may quickly, Senators will have to take the responsibility upon themselves, or else place it upon the President, It is folly to suppose that a tariff which has caused imports of merchandise in eleven months to exceed in largely fraudulent invoiced value \$730,000,000, and in actual value probably more than \$800,000,000, against exports of \$732,000,-000, has had nothing to do with the ontgo of gold. There is Interest to be paid abroad, at least \$50,000,000, and that with the \$60,000,000 or \$70,000,000 undervaluations would make a balance of more than \$110,000,000 to be met in foreign countries. The net exports of gold during the year thus far have been about \$84, 000,000, and of silver over \$30,000,000. The correspondence is not accidental. It indicates plainly that the country has to pay to foreign countries on current account something over \$2,000,000 a week in specie, in order to meet the mere commercial obligations arising under a tariff which stimulates imports of some important classes to the utmost. At the same time, as Congressmen well know, this same tariff yields a deficit to the Government, and forces the

to the markets of the world for a loan, in order to meet current expenses. It is a waste of time to repeat the proofs recently presented that Secretary Carlisle and the President are incorrect in their statements in regard to the actual revenue and the cause of loans already made. That there has been a heavy deficit, so that the Treasury would have been absolutely empty of money this day except for the amounts obtained by borrowing, must be perfectly known to every member of Congress, It was admitted by Secretary Carlisle himself, just before the first loan was made, that it was necessary in order to meet public expenses. Nor is it at present worth while to consider narrowly whether the existing deficit is a little greater or a little less. Conditions of business within the last few weeks, which the action of the President himself has done much to cause, make it certain that the revenue is not likely to increase for some time to come, while the necessary expenditures of the Government, if it is to make any sort of preparation for possible emergencies in the future, must be enlarged. It would be a mistake which the people would certainly not forget or pardon if, in such an emergency, Congress should neglect or fail to provide without delay an adequate revenue.

Treasury to look two or three times every year

ENGLAND AND AMERICA. The English bankers and their American allies are proclaiming loudly that America has given over Armenia to the vengeance of the Turk. The Westminster Gazette" grows pathetic be cause "President Cleveland has created just that diversion upon which the Sultan has been 'counting all along," and a sympathizer in this country echoes back the sentiment, saying: "Of course, England cannot look out for the Armenians while she has a war with us on her "hands," and blames our Government because 'we have turned the Christians over to the Turks." With a unanimity which suggests an organized search for something to create a diversion-from the English authorities whose business it is to quiet the middle-class English conscience at the same time that they protect the English money-changers' Turkish bondholdings from depreciation to the New-York stock gamblers, whose interest in international questions is expressed solely in marks of percentage -everybody who sympathizes with Great Britain in her desire to shirk her duty to the Armenians, for whose safety she has assumed responsibility, rejoices at the chance to lay the blame on the United States. The relief at having some excuse, however fanciful, for deserting Armenia besides financial greed and international jealousies is so widespread that Mr. William Watson, a minor English poet, has concluded to make it an issue in his campaign for the office of poet laureate under Lord Salisbury's Government, and wails:

Help us to smite the cruel, to befriend succorless and put the false to shame. How absolutely false all this diversion is, and how much it ought to be put to shame, is plain to every man who has watched the course of English diplomacy at Constantinople From the beginning to the end there has not been one disinterested move for the succor of the Armenians. The Government has not accomplished any thing, and has not meant to accomplish any thing. Forced into a pretence of concern for the welfare of its Armenian wards by Mr. Gladstone's expressions and by fear of the voice of Exeter Hall and the Nonconformist conscience, it has made a brave show of protests and demands, which were obtained after much delay and with great difficulty, but which do not in the slightest degree insure the Armenians against outrage. The Christian world was kept quiet for weeks under assurances that the extra guardships must be stationed in the Bosphorus before any decisive action could be taken. before the ships were at anchor off the Golden Horn no concealment was made of the fact that nothing in the way of radical reforms would be enforced upon the Porte. It was confessed that the guardship negotiations was a pleasant little bluff, a sop to the feelings of humanity; and the newspapers all over the world two weeks ago commented on the practical cessation of Govern

ment efforts in behalf of Armenia. But that

was not a glorious end for a holy crusade. Some

"diversion," to use "The Westminster Gazette's"

word, was needed, and President Cleveland's

Message was a good-enough Morgan to still the murmurs of Exeter Hall and the missionary societies. So having decided to abandon the suc corless with brave protestations of undying devotion to their cause, England is extremely glad to call on us in prose and poetry to befriend the deserted ones.

What have we done to prevent England from

looking out for the Armenians? We have not declared war, and neither here nor in England does anybody have the remotest notion that there will be a war. A few silly people on both sides have taken advantage of Mr. Cleveland's unfortunate choice of words to do some senseless talking about guns and invasions, which every serious thinker knows is nothing but the idle gossip which accompanies the discussion of every public question. All we have done is to assert a time-honored doctrine that European nations must not further aggressively absorb American territory, to take account of the fact that a weak neighbor charges England with such aggression under cover of a boundary dispute, and to assert that we are going to investigate the subject. Whether this has been done wisely and according to the canons of diplomacy matters not, so far as Armenia is concerned. We have sent no ships against England, and England has had to divert no part of her fleet to watch us. Three months, six months, maybe a year, must pass before we shall have a report on Venezuela and be at the turning point in that affair. Meanwhile we are engaged in purely diplomatic discussions, no more embarrassing to England than the seal fisheries negotiations or any other point of difference which she has from time to time with other countries. England's fleet in the Mediterranean is as large as ever, her influence over Turkey as great as ever. She can do what she will there without fear of us, and she knows it. She simply does not want to do anything, and makes this petty excuse. The falseness of it and the hollowness of it is a fair measure of England's sincerity in the Armenian business. The avidity with which it has been taken up by a few persons here is an index of the desperation and the bitterness of their opposition to American policies. They, and they alone, have had the audacity to defend England for failure to do a present duty on the assumption that she cannot do it "while she has a war with us on her hands."

THE RAILWAY PROBLEM. The communication printed elsewhere in this paper on the subject of interstate railway legislation is deserving of consideration as offering some practical suggestions from a representative of the class of business men most interestednext to the railroads themselves-in the subject. Mr. Wells, the writer of the communication, has been for years one of the largest shippers of lumber in Chicago, and has consequently given close attention to the railway problem. We say problem, for problem it certainly is, and blds fair to continue to be, so long as Congress continues to legislate upon it from the point of view either of inexperienced and unpractical theorists, or of fanatical anti-monopolists, who can see nothing in the operations of great railway corporations except a conspiracy of capital against labor, or a wicked perversion of the law of eminent domain to the ruin of producers and the minimization of profits on all business dependent on transportation. The Interstate Commerce law was enacted with a good purpose, notwithstanding the obvious fact that in its provisions the rights of the owners and builders of railroads were almost entirely lost sight of in the necessity that seemed to exist to protect their customers, the commercial and shipping interests, from unequal tariffs and excessive rates. It may also be said that the railroad managers brought this prejudicial legislation upon themselves by their inability to agree and the flagrant dishonesty of their dealings with each other and the public.

All the same, it has to be said that the inter state railway legislation of Congress has been though not unproductive of good in some direc tions, almost an entire failure in its general results. Without going into details, it is enough to say that under its operation, or in spite of it. the transportation interests of the country have suffered almost incalculable losses during the last eight years, without any compensating advantage having been gained by the commercial, producing, trading or working class. It is not a sufficient answer to this that it would not have been otherwise had the great railroad corporations been permitted to go on without check in the rate-cutting and throat-cutting business in vogue before the enactment of the law. Congress, if it was to interfere at all, should have interfered as well in the interests of the railroad companies and their stockholders as of the shippers who complained of instability and inequality of rates and extertionate charges. To its failure to do this may be attributed in very large degree the insolvency of the great railroad corporations now in the hands of receivers and the general depression in the value of railroad securities, the ill effect of which is not only felt by a large constituency of sufferers, but is visible

as well in the depreciation of the National credit. To the specific proposition of Mr. Wells, as to the constitution of a new commission and the authority and powers to be invested in it, there may be grave objections of a practical character which will occur at once to those most interested. But the suggestion that all classes directly interested in the transportation problem should be represented in a commission duly appointed and empowered to investigate it in all its bearings seems both reasonable and practical. It is a question of supreme importance, not only as involving the rights of shippers and the corresponding rights and duties of the transportation companies, but as affecting powerfully through the vast volume of securities held at home and abroad the credit and standing of the Nation. In this latter view alone it taxes the resources of statesmanship, and calls for the exercise of the highest wisdom.

A WORD AS TO SANTA CLAUS. Can nothing be done for the rehabilitation of

Santa Claus? We may present two facts and defy their successful denial: First, that Santa Claus was a cheerful old personage, whose continued existence was desirable. Second, that the present-day child has about as much bellef in him as he (the child) has in the dangers of the second piece of pie at a Christmas dinner.

The idea has been put forward by some thinkers that Santa Claus is out of date and a relic of a past age. This we deny. It is true, as we have intimated, that the modern child puts his tongue in his cheek when he speaks of Santa Claus, but this does not arise from the Saint's having outlived his usefulness by any means; Santa Claus was not meant for an age, but for all time. It comes rather from Santa Claus's having allowed his methods to drop behind the age. He is trying to do business in the old way. He should have realized years ago that he is not a good business manager. He has the artistic temperament, and is but ill-fitted to grapple with the real problems of life. Note his ridiculous notion of trying to keep up his alleged chimneydescending methods, when nine-tenths of the chimneys in the land have sunk to a six-inch

When stoves and other inclosed and cast-iron should have changed his tactics, and if he had had a live business manager we dare say he would have done so. Chimneys were once of such size that a person, even of the somewhat generous proportions of Santa Claus, could descend them without difficulty, but the troubles which would beset the way of even a professional living skeleton in an attempt to stem the contracted

and tortuous course of the sheet-iron stovepipe ought to have been apparent to the most casual observer. At least they were apparent to the child, and he has had his tongue in his cheek ever since the first stovepipe appeared whenever the alleged chimney habits of Santa Claus have been mentioned.

And take, too, the matter of reindeer; they should have been dropped long since. They may be moderately lively cattle, as such things go, but how do they compare with steam and electricity, not to mention the bicycle? Yet it is observed that Santa Claus is still allowing the impression to go forth that he travels by reindeer. Santa Claus should have stuffed his reindeer in the chimney and cast the whole thing away fifty years ago.

But is it too late for Santa Claus to regain his old position? We think not, if the thing is gone at properly. He must throw overboard his old methods and bring himself up to date. He must devise some way other than the chimney to effect his entrance to the house, and get something better than a lot of antier-tossing reindeer for his long and necessarily somewhat hurried trip about the world on Christmas Eve. The modern child is ready, even anxious, to believe in him if he will only cease coming in such a questionable shape. Santa Claus ought to secure the services of one of those enterprising theatrical managers who send accounts of their stars' abilities to the newspaper offices which fairly glow with their own light and greatly reduce the gas bills of editorial rooms. If one of these gentlemen could not place the Saint in his old position then his case is indeed hopeless.

A subpoena server can bring Uncle Dan to the witness chair, but a committee does not seem to be able to make him talk.

Of the numerous appeals made to the public at the Christmas season few are better worthy of the attention of discriminating citizens than that made in behalf of the New-York Kindergarten Association, which maintains fifteen free kindergartens, mostly in the tenement-house regions, and has been instrumental in securing the establishment of nine others in the public schools. To carry its work through the present year, ending in June, the association needs \$8,500. If that amount is not forthcoming, it will be necessary to close six of the kindergartens now in operation. Such a result would be deplora-

ble. The appeal made by the association wisely says that "it gives the only thing-educationwhich can safely be given." That is in accord with sound philanthropic principles; but kindergarten work is only in an indirect way philanthropic. This association is doing work of the most useful character, and instead of curtailing it, it ought to be supplied with the means for carrying it on on a still larger scale.

Mayor-elect Wurster has made himself solid with men of all parties by the outspoken position he has taken regarding the bicycle and the importance of good roads. Much power to his elbow during the next two years!

"The only difficulty is that we are not Indians," says "The Evening Sun." What, friend, are you still undiscovered? Do you not know, have you not heard, that a stranger from over the sea has found us out at our camp fires and decided that we are Pawnees and Iroquois and Mohawks and Kickapoos, and that our young men follow big chiefs on the warpsth, but mob them when they tell us to plant corn? Thou must still be ignorant of the coming of the stranger.

Dunraven's boat is on the sea, his bark upon the shore intermitted till he again strikes it. He salled on the Teutonic. The moist star under whose influence Neptune's empire stands should light his vessel with a benignant beam. It should not wallow in the wash of any crowding flotilla nor bump into any tub of a coaster. Like Caesar's shallop, it bears Dunraven and his fortunes, inviting prosperous gales and floods, which everybody hopes may waft it safely into haven. The noble Earl has had such a run of hard luck on the water that it seems as if Poseidon and the sea nymphs had a grudge against him, but if so, it would be magnanimous in these watery familiars to intermit it once in a while. He has taken the wash of their opposing influences long enough for a single season. He comes loaded to the gunwales with affidavits or bo's'uns, midshipmites and loblolly boys of his old crew,w scattered abroad on all the strands and seas, and it would be an international calamity if any acident were to befall such an important collection of depositions and such an important custodian of them.

Sir Henry Irving has in his time played many parts. The latest role he has assumed is that of a detective, and according to the police he has filled it acceptably. We congratulate Sir Henry on his success in the new part.

"The Westminster Gazette" has come to the onclusion that "it ought to be recognized that Americans have a warm attachment for the Monroe Doctrine, and that there is a good deal of 'reason on their side." That is a sensible conclusion. If all the English and some Americans will similarly quiet down and not jump to the conclusion that we are going to war because we say we want to find out if our neighbors are being wronged, we may be able to live comfortably

Turkey is in extremity for money, the last plastre having vanished from her strong-box and the Ot'oman bank declining further advances. She cannot pay her troops, nor commanders, nor distric' Governors, nor even the officials of the Sultan's household. Relief from ome quarter will have to be found unless the Empire is to go into immediate dissolution; but it is yet a problem from what direction it is to come. The country has no security to offer, having hypothecated all its effects and mortgaged all its revenues long ago. It has neither credit nor financial standing in any of the money capitals of Europe, and there is nothing left in its own dominion for the tax-gatherer to lay his hands upon. It could not be worse off if it had undergone an Olympiad of Democratic administration, as we have done. Some way out of its present extremity will, of course, be found, but to lift it out of the slough of bankruptcy in which it has long been floundering would be a miracle exceeding any recorded of its prophet.

The clergy of New-York and Brooklyn have spoken with no uncertain sound on the question of war or peace. There can be little doubt that they reflect the sober seatiment of the great majority, not only of their hearers, but of the community at large.

It is unfortunate that the Katahdin, officially known as "Harbor Defence Ram No. 1," did not meet the requirements as to speed, hence has been rejected by the Government. The design for this vessel was based upon the experience of Rear-Admiral Daniel Ammen (now living in retirement at Ammendale, Md.) in the Civil War. Attention has often been directed to this vessel by various foreign service papers as to the possibilities of the peculiar kind of warfare she would likely wage, and only recently a British authority spoke of her as "an example of naval construction in which American enterprise is taking the lead." The contract for this vessel was signed on January 28, 1891, and one of the conditions was that she must develop an average speed of seventeen knots for two consecutive hours, and in case of failure so to do the vessel should be heating apparatus were introduced Santa Claus | rejected. No such condition was ever inserted in any other contract for naval vessels, but it has been provided that penalties should be exacted in case of deficiency of speed. The Katahdin had her contract trial on November 31 last. and made an average speed of 16.1146 knots an hour. In every other way, it is admitted, the vessel meets the requirements of the contract. hence the builders insist that as the vessel and machinery were constructed upon plans and specifications furnished by the Government the ship should be accepted.

The Rochester Chamber of Commerce has decided to raise \$100,000 by popular subscription for the University of Rochester as an inducement to President Hill to remain at the head of the in-

Henry Russell, of London, the author of Boys, Cheer!" "A Life on the Ocean Wave," will be eighty-four years old on next Tuesday. Many years ago he visited this country, and he relates the following incident as illustrating the hazy ideas of music entertained by many people in these days: "I gave a sacred concert one night at th Presbyterian Church at Rochester, N. Y., and among other pieces I played on the organ the 'Hallelujah Chorus.' The concert over, one of the 'Hallelujah Chorus.' The concert over, one of tha deacons of the church, a tall, angular Yankee, came up to me and said: 'Wa'al, Mister Russel, as a reule we are very pleased with your playin on that noble orgin, but we don't like your playin' theatrical music in the church.' Theatrical music; I exclaimed, aghast; 'why, deacon, that was the 'Hallelujah Chorus,' which the Handel and Hayds Society of Boston (a musical society of great reputation) are constantly performing.' The Handel and Haydn Society, did yew say? Wa'al, they're a most respect-able firm, so I guess yew may go on playin' it. These were the sort of men I had to deal with then, honest and kindly people, though they knew nothing of music. A simple ballad would always move them; and a stirring patriotic song would rouse them to enthusiasm.' Colonel C. A. Lincoln, a poor farmer of Cowley

County, Kan., and said to be a cousin of Abraham Lincoln, has suddenly become a Populist leader. He has made dates for 100 meetings in schoolhouses in Bourbon County. He assumes the monplace characteristics of "Old Abe," and d a little bay mare, which, he says, he has d three times across the continent, making a of 35,000 miles.

The statue of Ole Bull, which the Scandinavians of Minnesota are to erect in Minneapolis, is being modelled by Fjelde, the Scandinavian sculptor, of that city. It is expected that the bronze statue will be completed in about six months.

J. N. Banerji, a teacher in a deaf mute institution in Calcutta, India, is in Rochester inspecting the Deaf Mute Institute of that city. He is pursuing a course of Rudy at the Gallaudet College in Washington, in order to learn all the lates methods of teaching deaf mutes employed in this country. "There is one other school than ours in India," he says. "It is located at Bombay, and has been in existence about eight or nine years. This is only the second year since mine was started, and so far I have had fair success. I say fair because, considering the success which has attended your schools, you would not consider it anythings but in comparison with the Bombler it anythings but it have only twenty-five pupils, while we have twenty-one, I think we have lone well. There are about two hundred thousand deaf mutes in India, but the majority of the people do not take kindly to these schools; they rather consider them a novelty. Of course, the educated class see the benefit of it, and are willing to help us."

The rumor that Joseph Cook is it in Joseph been in existence about eight or nine years. This

The rumor that Joseph Cook is ill in Kobe, Japan, is not credited by Henry L. Clayton, his manager, now in Chicago. before sailing for Australia and made arrangements with me to book him for a lecturing tour of this country for the season of 1897-38, and I have done so. I have heard from him within the last few weeks, and if he was in such poor health he would have written something about it."

THE TALK OF THE DAY.

A Montana man who has just visited Cripple There are nearly 20,000 people there Creek says: and it is difficult to get hotel accommodations. Mining men and people from all parts of the country are flocking there in great numbers. It's 'Crip-ple Creek, Cripple Creek,' from one end of the State to the other. The people of Denver can talk of nothing else but Cripple Creek, and even in Omaha and the cities further east, the district is attracting genuine attention. The markets are flooded with Cripple Creek stocks. Like any other district, some of the properties are good, but most of them have really no claims. The ore, as you ow, is rich, and fortunes are being taken out daily. The boom has inflated prices so that every man with a hole in the ground is holding his claim at fabulous prices. Cripple Creek is all right, but the present boom cannot last forever.

A Mystery.—Watts-Statesman Witts says he never pays any attention to the papers.
Potts-8o? I wonder how he gets hold of all his jokes.—(Indianapolis Journal.

"The Philadelphia Record" says that since the trolley strike has been in operation the "I will walk" cards have caused no end of amusement. A Roxborough citizen and his wife figured in a rather amusing episode yesterday. The man was pushing heir snugly tucked away under the covers, and the mother following close behind. On the front of the man's hat was the familiar legend, "I will walk." A friend in passing smiled audibly at the spectacle, walk, and he'll push that baby coach, too remark would seem to prove that "the hand that rocks the cradle is the hand that rules the world."

Not So Very Unexpected,—"Ada, dearest Ada, will you be mine?"
"O, Charles, this is so unexpected! You must give me a little time."
"How long, darling?"
"Oh, I will just call mamma—she is waiting in the next room."—(Fliegende Blaetter.

The present war talk revives the memory of a curious poem written by Arthur O'Connor while be ing conveyed to a prison in Scotland during the Irish rebellion of 1798. As will be seen, it is loyal when read in the ordinary way:

The pomp of courts and pride of kings I prize above all earthly things: I love my country, but the king-Above all men his praise I sing; The royal banners are displayed. And may success the standard aid.

I fain would banish far from hence The "Rights of Man" and common-sense; Confusion to his odious reign, That foe to princes, Thomas Paine! Defeat and ruin seize the cause Of France, its liberties and laws! But if the first line of the second verse is read after the first line of the first verse, and so on, the

poem will breathe a spirit of rampant rebellion: The pomp of courts and pride of kings I fain would banish far from hence; I prize above all earthly things. The "Rights of Man" and common-sense. I love my country, but the king—Confusion to his odious reign!

Above all men his praise I sing, That foe to princes, Thomas Paine! The royal banners are displayed; Defeat and ruin seize the cause! And may success the standard aid Of France, its liberties and laws:

W. H. Miller, a miner living on Soldier Creek, in Oregon, is an extremely independent man. He owns \$12 worth of ore every day, and have plenty of the tariff. He could sell his property for a large sum, but he declines all offers. He lives all alone, and his wants are few. "The ledge will stay there." he says. "I own it. I'm as independent as a hog on ice, and I'm happy and contented to stay just as

A lady who was shopping saw her husband examining pocketbooks at a showcase in another part of the store. When he had gone she approached the saleswoman in that department. "Did he get the one I wanted?" "Yes, the one with the silver horseshoe. I told him it was the best and would just suit." "You're a jewel. I feared he would get something I didn't want. Thank you ever so much." The husband had gone to his favorite drug store, where he asked: "Has my wife been here" "Yes," said the clerk, with a grin. "Did she get a toothbrush or a box of cigars for my Christmas present?" "She looked at cigars." "Ha! I know the brand—\$2 a hundred. Well, if she buys a box change them to my regular brand, and I'll pay the difference—see?" And the druggist saw.—(Philadelphia Press.

At the seventh annual meeting of the American Folk-Lore Society, which will be held in Philadel-phia on Friday and Saturday of this week, a number of interesting topics will be discussed, among them "Moon Superstitions in America." by William Wells Newell; "American 'Cuss' Words," fessor Daniel G. Brinton: "The Common Belief in Infants' Occult Power," by Alice C. Fletcher; "The Great Shell of Kintyel," by Washington Matthews; "Folk-Lore in A. D. 2000," by James S. Kennedy; "Notes on the Dialect of Newfoundland," by George Patterson, and a number of papers relating to the folk-lore of the Indians.

folk-lore of the Indians.

The next time Sergeant Willard and Detective Wells attempt to "josh" any little girls they will wait until no one else is around. Yesterday afternoon Chief Rogers, Detectives Phillips, Wells and Philbrick, Jailer Peer and Clerk Reed were on the front porch of Headquarters, when a little girl, not more than six years of age, stood on the side-walk below listening to the conversation. "Hello, little one, what are you "rubber-necking" there for "said Willard.

"Yes," added Wells, "take the rubber out of your neck and go along."

With a look of scorn, mingled with one of amusement, the little one said, pointing first to Wells and then to Willard. "If I had the rubber out of your neck and the wheels out of that fellow's head I could make a bloycle and ride away."

With this quick retort the young miss walked away with a self-satisfied grin on her pretty face, amid peals of laughter from the chief and other listeners.—(Seattle Post-Intelligencer.